

Hill East Waterfront Questions and Answers

[Questions 1-11 were asked by potential Developers via phone and/or website submittals]

1. Question:

Will all the buildings eligible for demolition be demolished prior to transfer of site from the District to the selected developer? If so, will this demolition include all required remediation of known pre-existing environmental contamination?

Answer:

No. The District does not intend to demolish buildings within the Development. The District has prepared demolition designs and has applied for demolition permits for Buildings 9, 10 and 25 and the north wing of Building 16.

The RFEI indicates a number of known environmental conditions that have been either quantified in Hazardous Materials surveys of the buildings and/or the Development Site, or are the subject of open LUST cases.

2. Question:

Please clarify which buildings will remain in use after the transfer to the Developer, and clarify what these buildings will be used for.

Answer:

As noted in the RFEI, it is anticipated that all District uses will be relocated from the existing buildings within the Development Site by 2012. Until that time, a number of District uses will continue to occupy some or all of the currently occupied buildings on the Development Site. Redevelopment Plans call for all but two buildings, Archbold Hall and Karrick Hall (CSOSA) to be demolished.

A list of current tenants and uses in each building as of November, 2007 has been uploaded to the Hill East Waterfront site as part of [this] Supplement 4. Buildings 5, 10, 11, 16 and 25 are currently vacant. The other buildings on the Development Site, comprising approximately 1.3 million square feet, are partially occupied as noted in the RFEI with approximately 400,000 square feet of public uses.

It is anticipated that the District will work closely with any Developer selected in order to manage the transition process for the relocation of existing public tenants from the Development Site and for management of the related parking requirements to allow for the redevelopment of the Site.

3. Question:

The RFEI indicates that the Developer shall not be responsible for any “pre-existing” environmental conditions. Please clarify this statement, and clarify if there is some cap to the financial exposure that the District plans to accept.

Answer:

The RFEI indicates a number of known environmental conditions that have been either quantified in Hazardous Materials surveys of the buildings and/or the Development Site, or are the subject of open LUST cases. In addition, based on the ages of the buildings constructed on the Site, it is assumed that asbestos-containing materials (ACM) and lead-based paints are likely present in most, if not all, of the buildings to be demolished. Additional investigations of the buildings which have not been the subject of Haz Mat surveys will likely need to be carried out prior to any demolition. It is anticipated that the cost of remediation of the buildings and/or site would be deducted or held back from the purchase price of the Development Site. Please refer to Appendix B for the Environmental assessments conducted for the site.

4. Question:

The RFEI requests a preliminary development pro forma. Are there any sources of funds from the District that can be assumed for the purposes of the RFEI?

Answer:

A listing of potential funding sources is included in the RFEI in Appendix C. The District will not seek funds prior to the receipt of the responses to its RFEI for the Site.

5. Question:

Please clarify all the work to be completed by the District Department of Corrections (DOC) related to the area south of the planned Massachusetts Avenue extension. What expansion of uses are planned, and what buffering will be created in order to establish clear separation of that area?

Answer:

DOC has engaged DMJM, a well-known architecture and design firm, to design a new entry and exit for their Corrections facilities as well as to prepare a Master Plan for all of their facilities located south of the Massachusetts Avenue extension. The designs are expected to be completed within the next [six to nine months]. In accordance with the Hill East Master Plan, no correctional facilities will be located north of the proposed Massachusetts Avenue extension.

The Right of Way (ROW) for Massachusetts Avenue is 160 feet. Designs for the street extension call for travel lanes, bike lanes and extensive landscaping which, in addition to helping to collect and reuse stormwater, will also serve as buffering between the correctional uses to the south and the new development to take place north of Massachusetts Avenue. Potential development of a 7-10 story public building on Parcel L will further serve to buffer the correctional uses from the new development.

6. Question:

As a follow up to the timing question from the RFEI conference, will the current August 1, 2008 submission deadline be extended? If so, what would be the amended submission deadline and when should we expect to receive notification of said extension?

Answer:

The submission deadline has been extended to October 31, 2008. An amendment to the RFEI with the new extension has been posted to the Hill East Waterfront website as part of Supplement 3.

7. Question:

Is there a list of participants from the Hill East Pre-Proposal Conference on June 11th? Will this be posted to the web site?

Answer:

A list of attendees and contact information from the Pre-Proposal Conference has been posted to the DMPED website (www.dcbiz.dc.gov) as well as the Hill East Waterfront website (www.hilleastwaterfrontdc.com) as a part of Supplement 3.

8. Question:

Is the Cemetery still functioning, or is it for historical and ceremonial purposes?

Answer:

Congressional Cemetery occupies 32.5 acres of private land owned by Christ Church, Capitol Hill. The Cemetery is managed by The Association for the Preservation of Historic Congressional Cemetery. The Cemetery is active as well as an historic site. More information is available at www.congressionalcemetery.org

9. Question:

Please provide further clarification on the future status of the 2 DCWASA facilities located just to the east of the Development Site.

Answer:

DCWASA operates two facilities just east of the Development Site, the Eastside pumping station, which will remain at this location, and its Northeast Boundary Swirl Facility, which is scheduled to be abandoned and demolished as part of the federally-mandated \$2.2 billion Combined Sewer Overflow Long Term Control Plan (CSO-LTCP). This is a 20-year program involving the construction of approximately 12 miles of large underground tunnels and other facilities to reduce CSOs. Under the current plans, the Swirl facility will be abandoned by 2012 [confirm with DCWASA].

10. Question:

Are above-ground parking structures permitted under the proposed Form-Based zoning code for the Development Site?

Answer:

The Form-Based Zoning which has been set down calls for parking to be located underground or, by special exception, in above-ground parking structures which do not directly front onto primary or secondary streets. Surface parking lots are allowed only on temporary basis up to 5 years. The Form-Based Zoning map and text amendment will be reviewed by the Zoning Commission at its June 30th and September 8th meetings. An updated version of the Form-Based Zoning map and text amendments will be posted on the Hill East Waterfront website by August 1st..

11. Question:

What is the current status of the Meadows and other Parks called for in the Master Plan to be constructed on National Park Service lands located between the Development Site and the Anacostia River?

Answer:

The development of the Meadows is an integral part of the Hill East Master Plan and the Anacostia Waterfront Initiative. However, at the present time, plans for this park are at a preliminary stage and no specific funding has been allocated for its design and construction.

12. Question:

Will the Developer be expected to pay for and manage the construction of the Massachusetts Avenue extension?

Answer:

Yes. It is anticipated that the cost of the infrastructure on the Development Site, including the extension of Massachusetts Avenue and the other streets will be part of the price offered for the Development Site. Please refer to Appendix C for Estimated Site Preparation and Street Costs and Remediation and Demolition Costs..